

# C/CAG

## City/County Association of Governments of San Mateo County

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### C/CAG LEGISLATIVE COMMITTEE

### MEETING AGENDA

**Date: June 10, 2021**

**Time: 5:30 p.m.**

On March 17, 2020, the Governor issued Executive Order N-29-20 suspending certain provisions of the Ralph M. Brown Act in order to allow for local legislative bodies to conduct their meetings telephonically or by other electronic means. Pursuant to the Shelter-in-Place Orders issued by the San Mateo County Health Officer and the Governor, and the CDC's social distancing guidelines, which discourage large public gatherings, C/CAG meetings will be conducted via remote conferencing. Members of the public may observe or participate in the meeting remotely via one of the options below.

Join by Zoom:

<https://us02web.zoom.us/j/88087522279?pwd=REduVytrWjM5Vm5qVTdvQ3ZOelp3dz09>

Meeting ID: 880 8752 2279

Passcode: 343449

Join by Phone: (669) 900-6833

Meeting ID: 880 8752 2279

Passcode: 343449

Persons who wish to address the C/CAG Legislative Committee on an item to be considered at this meeting, or on items not on this agenda, are asked to submit written comments to Reid Bogert at [rbogert@smcgov.org](mailto:rbogert@smcgov.org). Spoken public comments will also be accepted during the meeting through Zoom. Please see instructions for written and spoken public comments at the end of this agenda.

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1.	Call to Order	Papan	
2.	COVID-19 announcement and brief overview of teleconference meeting procedures	Bogert	
3.	Roll call	Bogert	
4.	Public comment on related items not on the agenda	Papan	
5.	Approval of Minutes from May 13, 2021	Action Papan	Pages 1-6
6.	Review and receive information on C/CAG	Action	Pages 7-13

	legislative policies, priorities, and legislative update	Robinson/Antwih/Papan	
7.	Discuss scheduling virtual meetings with the San Mateo County Delegation	Information Bogert	Page 14
8.	Proposed topics for July 8, 2021 meeting	Information Bogert	
9.	Adjournment	Papan	

Next Meeting: July 8, 2021

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**PUBLIC NOTICING:** All notices of C/CAG regular Board meetings, standing committee meetings, and special meetings will be posted at the San Mateo County Transit District Office, 1250 San Carlos Ave., San Carlos, CA, and on C/CAG's website at: <http://www.ccag.ca.gov>.

**PUBLIC RECORDS:** Public records that relate to any item on the open session agenda for a regular Board meeting, standing committee meeting, or special meeting are available for public inspection. Those public records that are distributed less than 72 hours prior to a regular meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members, of the Committee. The Board has designated the City/County Association of Governments of San Mateo County (C/CAG), located at 555 County Center, 5th Floor, Redwood City, CA 94063, for the purpose of making public records available for inspection. Such public records are also available on C/CAG's website at: <http://www.ccag.ca.gov>. Please note that C/CAG's office is temporarily closed to the public; please contact Mima Guilles at (650) 599-1406 to arrange for inspection of public records.

**PUBLIC PARTICIPATION DURING VIDEOCONFERENCE MEETINGS:** Persons with disabilities who require auxiliary aids or services to participate in this meeting should contact Mima Guilles at (650) 599-1406, five working days prior to the meeting date.

Written comments should be emailed in advance of the meeting. Please read the following instructions carefully:

1. Your written comment should be emailed to [rbogert@smcgov.org](mailto:rbogert@smcgov.org).
2. Your email should include the specific agenda item on which you are commenting or note that your comment concerns an item that is not on the agenda.
3. Members of the public are limited to one comment per agenda item.
4. The length of the emailed comment should be commensurate with the two minutes customarily allowed for verbal comments, which is approximately 250-300 words.
5. If your emailed comment is received at least 2 hours prior to the meeting, it will be provided to the C/CAG Committee members and made publicly available on the C/CAG website along with the agenda. We cannot guarantee that emails received less than 2 hours before the meeting will be able to be posted or provided to Committee members prior to the meeting, but such emails will be included in the administrative record of the meeting.

Oral comments will be accepted during the meeting through Zoom. Please read the following instructions carefully:

1. The Legislative Committee meeting may be accessed through Zoom at the online location indicated at the top of this agenda.

2. You may download the Zoom client or connect to the meeting using an internet browser. If using your browser, make sure you are using a current, up-to-date browser: Chrome 30+, Firefox 27+, Microsoft Edge 12+, Safari 7+. Certain functionality may be disabled in older browsers including Internet Explorer.
3. You will be asked to enter an email address and name. We request that you identify yourself by your name as this will be visible online and will be used to notify you that it is your turn to speak.
4. When C/CAG Staff or the Committee Chair/Vice-Chair call for the item on which you wish to speak, click on “raise hand.” C/CAG staff will activate and unmute speakers in turn. Speakers will be notified shortly before they are called on to speak.
5. When called, please limit your remarks to the time allotted.

If you have any questions about this agenda, please contact C/CAG staff:  
Program Specialist: Reid Bogert at [rbogert@smcgov.org](mailto:rbogert@smcgov.org) or (650) 599-1433

Administrative Assistant: Mima Guilles (650) 599-1406

## C/CAG AGENDA REPORT

Date: June 10, 2021

To: City/County Association of Governments of San Mateo County Legislative Committee

From: Sandy Wong, Executive Director

Subject: Review and approve the Legislative Committee meeting minutes from the meeting held on May 13, 2021.

(For further information, contact Reid Bogert at [rbogert@smcgov.org](mailto:rbogert@smcgov.org))

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### RECOMMENDATION

That the Legislative Committee review and approve the Legislative Committee meeting minutes from the meeting held on May 13, 2021.

### ATTACHMENTS

1. Draft C/CAG Legislative Committee Meeting Minutes, May 13, 2021

**CITY/COUNTY ASSOCIATION OF GOVERNMENTS  
LEGISLATIVE COMMITTEE**

**Draft Meeting Minutes  
May 13, 2021 Meeting**

At 5:31 P.M. the Legislative Committee meeting was called to order via Zoom remote conferencing by Chair Papan

**Attendance sheet is attached.**

**Guests or Staff Attending:**

Matt Robinson and Andrew Antwih – Shaw / Yoder / Antwih / Schmelzer and Lange, Inc.  
Sandy Wong, Matt Fabry, Sean Charpentier, Reid Bogert, Kaki Cheung, Kim Springer, Jeff Lecap,  
Mima Guilles, Mikaela Hiatt - C/CAG Staff  
Drew – public attendee

**1. Call to Order.**

Chair Papan called the meeting to order at 5:31 p.m. Note Member Cunningham joined the meeting at 5:34 p.m. and was not present for roll call, but was added to the attendance record.

**2. Brief overview of teleconference meeting procedures.**

C/CAG staff, Reid Bogert, read the teleconference meeting procedures and provided an agenda overview.

**3. Public Comment.**

None.

**4. Approval of Minutes from April 8, 2021.**

Committee approved the meeting minutes from the April 8, 2021 C/CAG Legislative Committee Meeting. Member Chuang motioned approval, seconded by Member Salazar. Roll-call vote was taken.

Motion to approve the meeting minutes from the April 8, 2021 meeting. MOTION: Member Chuang; SECOND: Member Salazar. Motion passed unanimously. (9:0:0)

**5. Received information on C/CAG legislative policies, priorities, and legislative update.**

**State Capital Updates:**

C/CAG legislative consultants, Matt Robinson and Andrew Antwih, provided updates from the

state capitol. The Legislature has moved from the policy committee process to the fiscal committee process, with a deadline on the suspense file hearing on May 20. Floor votes must be done by June 4, after which bills that pass out of their respective houses of original will be heard in policy committees in the second house. The current budget is estimated to be a surplus of \$75 billion. The budget revise is due May 14, and C/CAG's consultants will send an update to C/CAG staff to be forwarded to the Committee Members.

### **June 15 Final Budget Bill:**

The final budget bill is due by June 15, per the Constitutional requirement. Some budget items will likely remain open through summer, including Cap and Trade, the Drought Package, etc. Andrew Antwih noted the importance of the details in the May Revise, and there is anticipation about funding in specific areas, such as school reopening, zero emissions charging infrastructure and zero emissions transportation incentive programs in relation to the Governor's Executive Order last year.

### **Gann Limit:**

Additionally, Antwih noted the Gann Limit, which requires the state to take action to return dollars to taxpayers or make additional expenditures when state revenues vs. expenditures exceed a certain ratio, with consideration of how tax rebates and other expenditures may be distributed based on income thresholds and decisions made between the Administration and the Legislature on how to proceed if or when the Gann Limit is triggered.

### **Discussions with San Mateo County Delegation:**

Robinson also noted recent discussions with San Mateo County delegates regarding proposed resiliency bond measures with respect to potential set-asides for stormwater funding, also noting that given the state budget surplus that a bond measure is much less likely and that ongoing discussions with state representatives regarding drought and resiliency expenditure plans that are now being developed by the Governor and the Senate.

### **Robinson reviewed the bills under watch on the Legislative Update for April:**

Starting with **AB 629 (Chiu) regarding the SEAMLESS** initiative and efforts to advance network integration, efficiencies, etc., among transit agencies. Robinson, noted that there was some uncertainty regarding certain aspects of the bill's content in the Assembly as they relate to the timing of outputs from the efforts of the Metropolitan Transportation Commission's Blue Ribbon Task Force and ongoing stakeholder engagement, like the Network Manager piece, which may be left for the subsequent year.

Robinson next introduced **AB 1401 (Friedman) regarding restrictions on parking requirements for residential and commercial development**, noting that there was no current recommendation from C/CAG's consultants at this time. Robinson noted an OPPOSE position by the California League of Cities. For consideration by C/CAG, Robinson also noted that the bill will be voted on soon on the Floor of the Assembly, so it would be important to

submit a position letter to the San Mateo County delegates in the near term to provide input prior to a Floor vote. **CCAG LEG VOTE TO OPPOSE AB 1401:** Member Cunningham motioned to approve an OPPOSE position on AB 1401 (Friedman). Member Gauthier seconded. Roll call was taken.

Motion to approve an OPPOSE position on AB 1401 (Friedman). MOTION: Member Cunningham; SECOND: Member Guathier. Motion carried (8:0:1). Member Hurt abstained.

Antwih introduced **SB 7 (Atkins) - Environmental quality: Jobs and Economic Improvement Through Environmental Leadership Act of 2020**, currently being watched for C/CAG. The bill is a reintroduction from last year that would reenact the Environmental Leadership Program, with modifications to include eligibility for large affordable housing projects, which provides a 270 day timeline for resolution of lawsuits and appeals by the courts. The bill was expedited this year, due to the program's expiration in December 2020, and is on the Governor's desk for signature.

### **Climate Action Plan Discussion:**

Robinson introduced the discussion about the Climate Action Plan for Transportation Infrastructure and plans for C/CAG to provide comment. The plan would provide strategic guidance and proposed changes to funding program criteria to advance climate adaptation with respect to greenhouse gas reductions, active transportation, transit, freight, equity, and land use policy improvements related to transportation projects. C/CAG staff Kim Springer summarized the planned comments from C/CAG on the strategic priorities outlined in the draft plan, emphasizing the need to address green stormwater infrastructure, balance for diverse geographies, local data sourcing and management improvements, and considering additional climate adaptation benefits of large infrastructure projects like the 101 managed lanes project that incentives carpooling and bus transit. ***Committee Members requested having a workshop for broader discussion at an upcoming C/CAG Board meeting.***

Robinson briefly summarized proposed plans for meeting with virtual meetings with the San Mateo County delegates, with dates being shared soon via a poll provided by C/CAG staff. C/CAG staff provided a quick update on the question of excess ERAF (Educational Augmentation Fund) revenues that may be available to transportation agencies. There was no information on excess ERAF funds being available to transportation agencies, and staff will provide additional details in a follow-up to the Committee.

Chair Papan suggested a discussion by the Committee on **SB 9 (Atkins) – Ministerial approval of duplexes**, which would allow ministerial approval of duplexes up to four units on a parcel without local jurisdiction discretionary review. **CCAG LEG VOTE TO OPPOSE SB 9 (Atkins):** Member Hurt motioned approval of an OPPOSE position on SB 9 (Atkins), seconded by Member Rak. Motion to approve an OPPOSE position on SB 9 (Atkins). MOTION: Member Hurt; SECOND: Member Rak. Motion carried unanimously (9:0:0).

### **6. Discussed scheduling virtual meetings with the San Mateo County Delegation.**

See minutes from Item 5 above. C/CAG staff will send a poll to Committee Members with proposed dates to schedule virtual meetings with the San Mateo County Delegation and other state representatives.

**7. Proposed topics for June 10, 2021 meeting.**

No discussion.


**Adjournment.**

The meeting adjourned at approximately 6:29 P.M.



### Legislative Committee 2021 Attendance Record

Agency	Name	Jan 14	Jan 27	Feb 11	Mar 11	Apr 8	May 13	Jun 10	Jul 8	Aug	Sep 9	Oct 14	Nov 11	Dec 9
Atherton	Elizabeth Lewis		X	X	X	X								
Belmont	Davina Hurt (C/CAG Vice Chair starting April 2020)		X	X	X	X	X							
Brisbane	Karen Cunningham		X	X	X	X	X							
East Palo Alto	Lisa Gauthier		X	X	X	X	X							
Hillsborough	Marie Chuang (C/CAG Vice Chair through April 2020 and Chair starting April 2020)		X	X	X	X	X							
Millbrae	Gina Papan (Chair from December 2020)		X	X	X	X	X							
Millbrae	Anders Fung		X	X	X	X	X							
Pacifica	Sue Vaterlaus		X	X	X	X	X							
San Bruno	Michael Salazar		X	X	X	X	X							
San Carlos	Adam Rak (Vice Chair from February 2021)			X	X	X	X							

 no meeting

## C/CAG AGENDA REPORT

ITEM 6

Date: June 10, 2021

To: C/CAG Legislative Committee

From: Sandy Wong, Executive Director

Subject: Review and recommend approval of C/CAG legislative policies, priorities, positions, and legislative update (A position may be taken on any legislation, including legislation not previously identified).

(For further information, contact Reid Bogert at [rbogert@smcgov.org](mailto:rbogert@smcgov.org))

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### RECOMMENDATION

That the C/CAG Legislative Committee review and recommend approval of C/CAG legislative policies, priorities, positions, and legislative update (A position may be taken on any legislation, including legislation not previously identified).

C/CAG staff recommend actions on the following items:

1. SUPPORT - Budget request for a \$10 million electric bike incentive program
2. SUPPORT – AB 43 (Friedman) – Speed Limits

### FISCAL IMPACT

N/A

### SOURCE OF FUNDS

N/A

### BACKGROUND

The C/CAG Legislative Committee receives monthly written reports and oral briefings from C/CAG's State legislative advocates. Important or interesting issues that arise out of the committee meeting are reported to the Board.

The attached report includes updates from Sacramento with respect to the State Budget process, recent committee hearings, and bill progress of interest to C/CAG during the month of May. The legislative update this month focuses on highlights of the Governor's May Revise of the state budget, with the significant projected budget surplus of \$75.7 billion and associated expenditure plans cutting across a number of priority areas, as well as updates from the Legislature with respect to bills of interest to C/CAG.

Staff and C/CAG's consultant recommend action by the Committee to recommend a SUPPORT position on AB 43 (Friedman) – Speed Limits, which would authorize Caltrans and local

municipalities flexibility in setting speed limits based on recommendations from the CalSTA's Zero Traffic Fatality Task Force, with the intention of authorizing speed limits below a traffic engineer's recommendation in certain high-injury streets or in areas adjacent to high pedestrian/bicycle use. It would also authorize lower speed limits on Caltrans operated state highways.

Additionally, at the May 13, 2021 Legislative Committee meeting, the Legislative Update included a staff recommendation for a Board approval of a draft a letter to Governor Newsom, Pro Tem Atkins and Speaker Rendon, and the Chairs of the Budget Committees, regarding support for a \$10 million state Appropriations budget request to augment the Air Quality Improvement Program funds slated to fund the electric bike incentive program. Due to limited time, however, the item was not voted on during the May meetings. Staff recommend approval of the recommended Board approval of the draft letter at the June 10, 2021 meeting.

For additional information with respect to what the Metropolitan Transportation Commission/Association of Bay Area Governments Joint Legislative Committee, California League of Cities, California State Association of Counties (CSAC), and California Association of Councils of Government (CALCOG) are tracking, staff has included links in the attachments below to the current relevant bill tracking websites, as well as the full legislative information for the State Legislature and the 2021 calendar of legislative deadlines. Lastly, staff have also included links to the 2021 legislation websites for the San Mateo County delegates for information only.

#### **ATTACHMENTS**

1. C/CAG Legislative Update, June 3, 2021 from Shaw Yoder Antwih Schmelzer & Lange
2. Draft SUPPORT Letter - Budget request for a \$10 million electric bike incentive program
3. [Joint MTC/ABAG Legislative Committee bill matrix, May 14, 2021](#)
4. [California League of Cities 2021 bill positions and tracking](#)
5. [California State Association of Counties \(CSAC\) 2021 bill positions and tracking](#)
6. [California Associations of Councils of Government \(CALCOG\) 2021 bill tracking](#)
7. Full Legislative information is available for specific bills at <http://leginfo.legislature.ca.gov/>
8. [2021 California State Calendar of Legislative Deadlines](#)
9. San Mateo County Delegation Sponsored Legislation 2021
  - [2021 Legislation from Assemblymember Marc Berman](#)
  - [2021 Legislation from Assmemblymember Kevin Mullin](#)
  - [2021 Legislation from Assemblymember Phil Ting](#)
  - [2021 Legislation from Senator Josh Becker](#)
  - [2021 Legislation Senator Scott Wiener](#)
10. Current client roster for Shaw Yoder Antwih Schmelzer & Lange - <https://syaslparkers.com/clients/>



June 3, 2021

TO: Board of Directors, City/County Association of Governments of San Mateo County

FM: Matt Robinson & Andrew Antwih, Shaw Yoder Antwih Schmelzer & Lange

RE: **STATE LEGISLATIVE UPDATE – June 2021**

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### ***Legislative Update***

On May 14, Governor Newsom released his update to the FY 2021-22 Proposed Budget, known as the [May Revise](#), and noted the state's current fiscal position will set the state up for a comeback. The Governor's revised \$267.8 billion budget highlights several of the Administration's priorities. The Governor's focus remains on pandemic response & relief, healthcare (vaccines), public education (school reopening), economic recovery (including stimulus and tax breaks), homelessness & housing affordability, rent relief, wildfire response & climate change, and transportation. Building on recent news reports, the Governor stated today that California will see an unprecedented \$75.7 billion surplus. As a result, in addition to increased spending on the state's priorities noted above, the Governor is proposing to pay down retirement liabilities and set aside \$24.4 billion in reserves. At the heart of the budget is the Governor's proposed investment of \$100 billion in new economic stimulus - dubbed the "*California Comeback Plan*" - supported by the state's improved state budget revenues.

On June 1, Legislative Leaders announced a [budget agreement](#) of their own, roughly the same size as the budget released by the Governor in May, but with different spending priorities. The agreement was approved by the Budget Committee in both houses on June 2. Now, Legislative Leaders and the Administration must negotiate to determine what will be included in the final budget bill and budget trailer bills. The main budget spending bill is due to the Governor by June 15, with the new fiscal year beginning July 1. It seems likely that several supplemental budget actions will occur later this summer before the Legislature adjourns on September 10. As of this writing, it is hard to predict which items will be held over for later action, like high-speed rail, climate resiliency, and Cap and Trade. We will not know until the final agreement is reached in the weeks ahead.

### ***Climate Action Plan for Transportation Infrastructure (CAPTI)***

As we reported last month, the California State Transportation Agency (CalSTA) released its draft [Climate Action Plan for Transportation Infrastructure](#) document. The plan outlines potential recommendations California can implement to invest transportation funds to better mitigate climate change, as well as support public health, safety and equity. CAPTI builds on Executive Orders [N-19-19](#) and [N-79-20](#), which were signed by Governor Gavin Newsom in 2019 and 2020 and aimed at reducing greenhouse gas (GHG) emissions in transportation. CalSTA developed the draft CAPTI document after

input from various state agencies and stakeholder groups. The draft document was available for public comment until May 19, 2021 and CalSTA expects to adopt a final version in mid-July. C/CAG submitted written comments on the plan. A copy of the comment letter can be found in the Board packet.

### ***Bills of Interest***

#### **SB 7 (Atkins) Jobs and Economic Improvement Through Environmental Leadership Act**

The Jobs and Economic Improvement Through Environmental Leadership Act of 2011 authorizes the Governor, until January 1, 2020, to certify projects that meet certain requirements for CEQA streamlining. The existing authority expired at the end of 2020 and [this bill](#) would reestablish the authority of the Governor to certify a project to January 1, 2024 and would more specifically include housing development projects meeting certain conditions to the list of projects eligible for certification. MTC took a SUPPORT position on this bill. ***This bill was signed by Governor Newsom on May 20.***

#### **SB 9 (Atkins) Ministerial Approval of Housing Developments**

[This bill](#) would require a proposed housing development containing 2 residential units (duplexes) to be considered ministerially, without discretionary review or hearing, in areas zoned as single-family if the proposed housing development meets certain requirements. CEQA requires a lead agency to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment. CEQA does not apply to the approval of ministerial projects. By establishing the ministerial review process described above, the bill would exempt these projects from CEQA. The League of Cities took an OPPOSE UNLESS AMENDED position on this bill (letter [here](#)). ***The C/CAG Board OPPOSES this bill.***

#### **SB 10 (Wiener) Housing Production**

[This bill](#) would authorize local governments to rezone neighborhoods for increased housing density, up to ten homes per parcel and would require a legislative body pass a resolution to adopt the plan and exempts that zoning action from being considered a project under the California Environmental Quality Act. To be eligible, an area must be urban infill, or be near high quality public transportation or a job-rich area. The local government can determine whether the individual projects will be ministerial/by right or subject to discretionary approval. MTC took a SUPPORT position on this bill. ***We are WATCHING this bill for C/CAG.***

#### **SB 339 (Wiener) Road User Charge**

Existing law requires the CTC to create a Road Usage Charge (RUC) Technical Advisory Committee to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax system and report its work to the Legislature. The existing authorization sunsets on January 1, 2023. [This bill](#) would extend the sunset date to January 1, 2027 because the CTC requested an extension to run another pilot with actual fee collection. ***The C/CAG Board SUPPORTS this bill.***

#### **AB 43 (Friedman) Speed Limits**

[This bill](#) would grant Caltrans and local authorities greater flexibility in setting speed limits based on recommendations of CalSTA's Zero Traffic Fatality Task Force. Principally, this bill authorizes a local authority, by resolution or ordinance, to lower speed limits by five miles per hour below a traffic engineer's recommendation after a traffic survey if the street has been designated as a high-injury

street and/or the street is adjacent to an area that has a significant number of bicycles or pedestrians, especially from vulnerable groups such as children, seniors, persons with disability, and the unhoused. The bill also allows Caltrans to set a speed limit of 20 mph or 15 mph on state highways if a traffic survey is conducted (under current law, Caltrans can only go as low as 25 miles per hour). ***We recommend the C/CAG Board SUPPORT this bill.***

#### **AB 117 (Boerner-Horvath) Electric Bike Purchase Incentives**

Existing law establishes the Air Quality Improvement Program (AQIP), administered by CARB to fund projects that reduce criteria air pollutants and improve air quality. The Clean Vehicle Rebate Project is part of AQIP and provides rebates for the purchase of new zero-emission vehicles. [This bill](#) would make incentives for purchasing electric bicycles eligible for funding under the program until January 1, 2028. the Electric Bicycle Incentive Pilot Project to provide rebates incentive for purchases of electric bicycles. ***The C/CAG Board SUPPORTS this bill.***

#### **AB 377 (Rivas) Water Quality**

[This bill](#) would require all California surface waters to be fishable, swimmable, and drinkable by January 1, 2050 and prohibit the State Water Resources Control Board and Regional Water Quality Control Boards from authorizing any discharges (including stormwater) that causes or contributes to an exceedance of a water quality standard in receiving waters. The bill would prohibit a regional water quality control plan from including a schedule for achieving a water quality standard adopted as of January 1, 2021. The bill would require the state board and regional boards to develop by 2030 an Impaired Waterways Enforcement Program to enforce all remaining water quality standard violations and a Waterway Attainment Penalty Subaccount, composed of penalties obtained pursuant to the Impaired Waterways Enforcement Program, and would make moneys in the subaccount available for the state board to expend, upon appropriation by the Legislature, for purposes of the program. ***The C/CAG Board OPPOSES this bill. This is a two-year bill.***

#### **AB 629 (Chiu) Seamless Bay Area**

As currently drafted, [this bill](#) would require MTC to consult with transit agencies, local jurisdictions, county transportation agencies, and the public to establish and maintain a transit priority network for the San Francisco Bay area that designates corridors that can best support transit service.

This bill would require MTC to submit a copy of *the Fare Coordination and Integration Study and Business Case* to the Legislature by February 1, 2022, as well as a follow up report on the progress of implementing the recommendations in the study by January 1, 2023. The bill would require MTC to create a pilot program for an “accumulator pass” among operators providing service in at least three adjacent counties by July 1, 2023. This bill would require MTC in consultation with transit agencies to develop a standardized regional transit mapping and wayfinding system and to develop an implementation and maintenance strategy and funding plan for deployment of the system by July 1, 2024 and for each transit agency to use the system by July 1, 2025. The bill would require a transit operator in the Bay area to use open data standards to make available all routes, schedules, and fares in a specified data format and to track actual transmission of real-time information by transit vehicles and report that information to the commission to ensure that schedule predictions are available. The bill would require the commission to coordinate these activities and to develop an implementation and funding plan for deployment of real-time information. Finally, this bill would require MTC, Caltrans, and

the operators of managed lanes in the Bay Area to take specified steps to ensure the regional managed lanes network supports seamless operation of high-capacity transit. ***This is a two-year bill.***

**AB 1200 (Ting) Hazardous Food Packaging**

Existing law prohibits the manufacture, sale, or distribution of any toy or childcare product that contains phthalates exceeding a specified percentage. Existing law prohibits the manufacture, sale, or distribution of any bottle or cup that contains BPA intended to be filled with any liquid, food, or beverage intended primarily for consumption from that bottle or cup by children 3 years of age or younger. Existing law, beginning January 1, 2025, prohibits the manufacture, sale, or distribution offer of any cosmetic product that contains specified ingredients, including perfluoroalkyl and polyfluoroalkyl substances (PFAS). [This bill](#) would prohibit the manufacture, sale, or distribution any food packaging that contains intentionally added PFAS beginning January 1, 2023 and require a manufacturer to use the least toxic alternative when replacing PFAS chemicals. ***The C/CAG Board SUPPORTS this bill.***

**AB 1401 (Friedman) Parking Standards**

[This bill](#) would prohibit local governments from imposing or enforcing a minimum automobile parking requirement for residential, commercial and other developments if the parcel is located within one-half mile walking distance of either a high-quality transit corridor or a major transit stop. This bill would provide that the prohibition on local governments enforcing minimum parking standards does not reduce, eliminate, or preclude the enforcement of any requirements to provide electric vehicle parking spaces or parking spaces that are accessible to persons with disabilities and that if a development includes parking voluntarily, nothing in the bill prevents the local government from requiring the development to include spaces for car share vehicles as a part of the parking. The League of Cities opposes this bill. ***The C/CAG Board OPPOSES this bill.***

**AB 1499 (Daly) Design-Build**

Existing law authorizes Caltrans to utilize design-build procurement for up to 10 projects on the state highway system, based on either best value or lowest responsible bid. Existing law authorizes regional transportation agencies, as defined, to utilize design-build procurement for projects on or adjacent to the state highway system. Existing law also authorizes those regional transportation agencies to utilize design-build procurement for projects on expressways that are not on the state highway system. Existing law repeals these provisions on January 1, 2024. [This bill](#) would delete the January 1, 2024, repeal date, thus extending the design-build authority indefinitely. ***The C/CAG Board SUPPORTS this bill.***

**ACA 1 (Aguiar-Curry) Local Government Financing: Affordable Housing and Public Infrastructure: Voter Approval.**

[This constitutional amendment](#) would lower the necessary voter threshold from a two-thirds supermajority to 55 percent to approve local general obligation bonds and special taxes for affordable housing and public infrastructure projects, including public transit. The C/CAG Board supported a nearly identical measure, also ACA 1 (Aguiar-Curry), in 2019. ***The C/CAG Board SUPPORTS this bill.***



CITY/COUNTY ASSOCIATION OF GOVERNMENTS  
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June 11, 2021

The Honorable Gavin Newsom  
Governor

The Honorable Toni Atkins  
Senate President *Pro Tempore*

The Honorable Nancy Skinner  
Senate Budget Committee Chair

The Honorable Anthony Rendon  
Speaker of the Assembly

The Honorable Phil Ting  
Assembly Budget Committee Chair

*Submitted via Email*

**Re: Budget Request for a \$10 million Electric Bicycle Incentive Program - SUPPORT**

Dear Governor Newsom, *Pro Tempore* Atkins, Speaker Rendon, Chair Skinner and Chair Ting:

C/CAG supports the Electric Bike Incentive Program request for a \$10 million allocation to a proposed Electric Bicycle Incentive Program in the 2021-22 state budget. Expanding the use of electric bicycles is a very cost-effective way to reduce motor vehicle use and increase the frequency of bicycling, which will reduce traffic congestion in our community, reduce greenhouse gas (GHG) emissions, improve air quality and health, and support equity as the State moves away from a fossil fuel-based economy.

Most car trips in our community are short, less than five miles, and can be accomplished easily with an electric bike. E-bike users can take children to school, haul hundreds of pounds of equipment or groceries, and travel distances, including over steep hills. For many, an electric bike is the only feasible alternative to participate in the transition to electric transportation.

However, electric bikes are not nearly as widespread as they should be, because they are expensive, with costs ranging from \$2,000 to \$5,000, depending on your need. Although people who struggle to manage the costs of their automobiles would save important sums of money by owning an electric bike, they won't switch because the upfront cost of the e-bike is hard to justify. An incentive program will enable the switch, simultaneously serving California's gas vehicle VMT- and GHG-reduction goals and improving the economic security of the recipient. Additionally, C/CAG requests that the state consider separate funding for local bike infrastructure, which is vital to E-bike program success.

Thank you for considering this request to support the proposed Electric Bicycle Incentive Program with a \$10 million budget allocation.

Sincerely,

Marie Chuang, Chair  
City/County Association of Governments of San Mateo County

Cc: Assemblymember Tasha Boerner Horvath



**C/CAG AGENDA REPORT**

Date: June 10, 2021

To: City/County Association of Governments of San Mateo County Legislative Committee

From: Sandy Wong, Executive Director

Subject: Discuss scheduling virtual meetings with the San Mateo County Delegation.

(For further information, contact Reid Bogert at [rbogert@smcgov.org](mailto:rbogert@smcgov.org))

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**RECOMMENDATION**

That the C/CAG Legislative Committee discuss scheduling virtual meetings with the San Mateo County Delegation.

**FISCAL IMPACT**

N/A

**SOURCE OF FUNDS**

N/A

**BACKGROUND**

This is a standing item for the Committee to consider scheduling virtual meetings with San Mateo delegates on bills or other legislative matters of interest, in place of scheduling a single “Lobby Day” as the Committee has done in past years to engage San Mateo delegates and other state representatives on C/CAG’s legislative priorities. C/CAG staff has worked with the consultant to identify potential initial dates, and staff have polled the Committee Members for feasible dates. Staff have identified June 21 as the most available date, based on the poll that was sent on May 24; however, staff would like to identify additional potential dates that accommodate attendance by the Chairs/Vice Chairs of the C/CAG Legislative Committee and Board of Directors. C/CAG staff will provide a verbal update of the proposed approach and potential dates for scheduling the initial meeting(s) and initial ideas for discussion topics.

**ATTACHMENTS**

1. None.